



The SHERMAN Herald

July 2008



Mighty Cutter SHERMAN patrolling the Pacific for drug smuggling go-fasts and fishing boats

From The Captain

Greetings, SHERMAN family and friends,

"Scoop" Cambi reminded me that the deadline for our second SHERMAN newsletter draws near. As he is the fierce and determined leader of our Newsletter Team, I dare not let him down.



When I last wrote, SHERMAN was recovering from a long inport (too long!!!) and a few major mechanical casualties. Those days seem a distant memory as we have been on patrol for a month now and all systems are GO!!! I'm happy to report that our engines are working reliably, thanks to the dogged efforts our engineers, and we're finally able to execute our missions on the high seas. I think everybody onboard is happy to be sailors once again...

except of course, when the evaporator isn't cooperating and sea showers are secured... we all smell rank together!

Going to sea provides adventures, and this week the crew is gathering "sea stories" during their first major port visit of our patrol. Our stop in Golfito, a small port town on the body of water called Golfo Dulce (literally "sweet water") in the southern part of Costa Rica, is a step into a steamy rain forest... featuring, narrow roads hugging the coast, friendly town people, taxis and motorcycles buzzing by, and small shops, restaurants and cantinas. Golfito is surrounded by national parkland and jungles, so the crew can choose from zipline tours through the rain forest canopy, or a horseback excursion to local waterfalls, or even trying to surf one of the best left breaks on the Pacific coast. Most of the crew travel by foot, or share a taxi, or sometimes even take a water taxi. The exchange rate is an incredibly confusing 571 Colones to the U.S. Dollar. Those of us who were sharp-eyed and lucky got to see squirrel monkeys playing in the trees, toucans flying overhead, or perhaps even a crocodile or



three-toed tree sloth. Others were happy to spend a couple of nights of relative luxury in a hotel bed, with a private shower, or a pina colada poolside. With such distractions at hand, I hope all our shipmates return before we set sail tomorrow!



Can you spot the wily three-toed tree sloth ?

The summer weather is interesting in the lower latitudes, and not what you would imagine. Although usually hot and humid, we are visited almost daily by rain squalls and thunder and lightning storms. While it eliminates the need to conduct freshwater washdowns, it also complicates our plans. We've had to cancel or shorten a few topside activities due to rain squalls, and are still looking for the perfect circumstances to have our first swim call. The fishing hasn't been great, but we've seen plenty of dolphins and sea turtles, occasional leaping billfish and sharks, and have crossed paths with a few seemingly unconcerned pilot whales (who always have "right of way.")

I hope you enjoy the collection of articles and stories about SHERMAN and her crew. While we miss our families and friends, we will continue to do our best until we return home again safely. As always, *Honorus et Fides* – Honor and Fidelity - are our watchwords.

Best regards,

CAPT Matt Bliven
Commanding Officer

SHERMAN Olympics

Friday, May 16th marked the first SHERMAN Sports Day for the Quarter. In an effort to promote health and well being for all personnel, Sports Day became the start towards a long term initiative. The Morale and Unit Health Promoter Committees collaborated to create the



Team led by OSC Reed and BM1 Wood pose with their clean uniforms (not for long!)

all hands event featuring a variety of activities and competitions. Cardio, strength, and team spirit were key components to making the day well rounded and successful. Personnel suggested their favorite games and the committees organized the array of activities to circulate throughout Coast Guard Island in the course of three hours.



BM3 Camann spiking the volleyball.

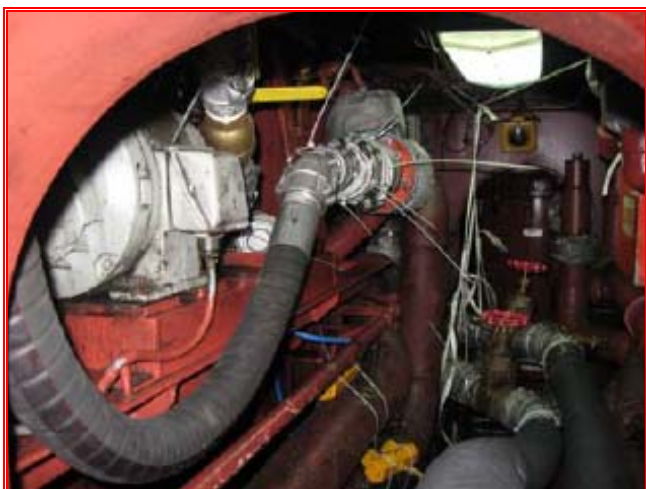


As a way to mingle personnel of different departments, ten teams were created randomly. This gave equal opportunity for individuals to show their talents in during different games. On Friday morning, teams came prepared with themed sports attire ready to show off their athletic abilities. Volleyball, flag football, basketball, and dodgeball kicked the Sports Day off to a great start. Everyone was challenged physically to later compete in relay races and tug 'o' war matches with teammates throughout the day. The enormous amount of participation demonstrated athletic well roundedness and enthusiasm from the crew. There was no better way to end a great day than with an outdoor bar-b-q. After three hours of competing, the dominating question among the participants was team placement. All scores were close and the margin between 1st and 2nd place was three points. Team Golf, the winner of Sports Day received 24 hours liberty as well as bragging rights on the engraved plaque to be displayed in the main passageway.

OT Deidre Harrison

Flushing the Engine

On June 6th SHERMAN's engineers began the final phase of an extensive and extremely laborious repair endeavor on the #1 Main Diesel Engine. However, to t



Flushing hoses rigged deep into the engine room

he vast relief of all, this final segment was contracted to a private company named Clarus Technologies and required little involvement from the crew. Touted as leaders in "fluid intelligence," Clarus was hired to

perform a comprehensive monitored flush, or CMF, of the #1 Main Diesel Engine.

Also known as a hot oil flush, a CMF is a week long process where 170 degree lubricating oil is continuously pumped through the engine, its various components, and up to a set of filters and heaters located on the flight deck. The purpose of this is to remove any debris and contamination introduced during various forms of repair. Clarus began this process by descending on SHERMAN like a highly



Flushing rig being craned onto SHERMAN

trained SWAT team, dressed in all black uniforms and combat boots, craning two container rigs onto the flight deck and tearing apart the #1 Main's lube oil piping within a 24 hour period.



Flushing debris removed from a filter bag



To complicate the situation SHERMAN's #1 Main had never been flushed in its forty years of service and Clarus's equipment was designed for ten cylinder generators on Navy ships, not the twelve cylinder propulsion plants found onboard Coast Guard Cutters. This did not faze the Clarus team as they were able to adapt their equipment to our specific plant and finish the entire project hours ahead of schedule. Thanks in part to Clarus's professionalism and efficiency, not to mention the tireless efforts of the Engineering Department during other phases of repair, SHERMAN was able to get underway with two fully operational Main Diesel Engines.

ENS Alan Rosenberg

SOUTH PAT – SUMMER 08

Casualty Gone, But Not Forgotten

During the second week of patrol, the Main Propulsion Division held a burial at sea for the #13 Thrust Bearing and Bearing Cap.

A casualty to the #1 Main Diesel that had been plaguing the SHERMAN for the last 14 years, was finally repaired. Over the last inport, the Main Propulsion Division, along with shore side support personnel replaced a bent crankshaft, renewed a blown blower, overhauled a broken vertical drive and made repaired the crankshaft bore.



Main Prop during the "burial at sea"

All in all, 8,000 hours and over \$250,000 were spent to repair the broken engine which has been problematic following a casualty that occurred in 1994. Over the last 14 years the engine had the #13 upper thrust bearing, along with several other components, replaced 6 different times. This time the work done by SHERMAN's crew will prove to be the last.

The members of Main Prop gathered on the fantail at sunset to "deep six" (nautical term to throw something overboard) the last of the parts, the number 13 bearing and bearing cap. Having given countless hours of their own time to make the repairs, each member of the division was given the opportunity to speak at the burial. Some kind words and some not so kind words (which cannot be printed in this forum) were said. Then, with the sun setting in the background, the youngest member of the division threw the part over the side.

*Here we stand, no longer brokenhearted,
The Main is repaired, the bearing has not parted.
To Davey Jones the parts we have committed
At last, Main Prop has been acquitted.*

*SHERMAN Power and Light has gone thru many hells
Tell the Old Man, "#1 Main, ready to Answer All Bells!"*

CWO Jeff Milgate

SHERMAN University

SHERMAN started the patrol with an edict to educate her crew as well as to train them. Training is instruction related to a skill necessary to perform your job, whereas education is the worthy pursuit of academics. The Captain, recognizing the importance of both, decided to get a math instructor aboard to avail whoever wished to take up the challenge of a college course at sea.

Thanks to the Coast Guard's relationship with Vincennes University, Mr. John Kenison decided to try his hand teaching at sea and applied with Vincennes to teach Pre-Algebra, becoming one of the crew for the duration of SHERMAN's patrol. John's own resume states, "I am constantly striving to improve my teaching abilities...Exposing myself to diverse student groups and learning environments." John is no stranger to the Bay Area with recent teaching stints at Laney College in Oakland and Cal State East Bay, where he received his MS in Mathematics. So John definitely was not one of the kids riding the short bus in high school, but could he hold his own amongst the malaria-ridden salts who



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serve on the good and trusty cutter SHERMAN? You betcha!



Class is in session in the Wardroom

John began by teaching a curriculum to prepare his twenty students to pass the College Mathematics CLEP exam. CLEP exams award credit by examination and are widely accepted across the nation by accredited institutions. Since the first few days into instruction though, his curriculum changed only slightly to teach more of an algebraic focused course, thereby enabling students an opportunity to take and pass either the CLEP College Mathematics exam, the CLEP College Algebra exam, or both... a two for one special!



Mr. Kenison with ET2 Fuentes, FN Luchini, and FN Toth

Thanks to the Coast Guard Tuition Assistance program, the \$780 class is free to all the participants as long as they pass it with a "C" grade or better (no pressure, students.) Classes are challenging for many members because of the hectic shipboard schedule. On the other hand, life at sea often lends itself well to establishing good study routines, because you don't have the same distractions as on land; there are only so many places to go on a 378' cutter. Two class sessions are held each day and John is available the rest of the time to tutor. The classes contain students of all ranks and varying backgrounds. People from all over the country serve in SHERMAN, so John is definitely living out the words in his resume.

Check the next SHERMAN Newsletter to see how our students fared. Will John survive his semester at sea and escape keel-hulling by the scurvy dogs?

CWO Andrew Dean

Almost as fast as Comcast

Prior to our departure for the patrol, SHERMAN was outfitted with a prototype Ku-Band Antenna to allow faster access to the Internet and email. Unless you are an expert on satellites and antennas you probably



The Ku-Band Antenna located on SHERMAN's Star Deck.



never heard of the Ku-Band. In simple terms it is newer technology which allows a smaller antenna to send a more powerful signal while simultaneously receiving a satellite signal in return. In the end, better connectivity helps us so our jobs and stay in touch with loved ones without frustrating delays receiving and sending email.

All the different shops are pleased with how it handles day-to-day web applications necessary for certain jobs. The SK's say they can access their property application Oracle, and a credit card transaction site, underway now. The YNs can breeze through their human resources applications, and CIC can now prepare classified intelligence reports in half the time it used to take. A task that normally requires 5-10 minutes inport, and would require one hour during our last patrol, can now be accomplished in only 20 minutes underway, thanks to the Ku-Band.

Perhaps the most important improvement is email, which is relied upon heavily for logistics, important administrative matters, and morale. Email is no longer delayed on shoreside servers for several hours or days. The KU-Band has tripled the available bandwidth, so now emails are received within 15-20 minutes or sooner, sparing the crew numerous headaches and delays. With the positive tests on SHERMAN, hopefully cutters throughout the Coast Guard fleet will soon receive this improvement.

CWO Andrew Dean

A little R&R in Costa Rica

Once a bustling port in southern Costa Rica, Golfito has since become the country's "last frontier" -a remote and secluded region with unexplored rugged wilderness. From July 17th-19th SHERMAN crew members had a chance to enjoy some down time in this beautiful town, taking on a variety of outdoor adventures and exploring all that the exotic rainforest had to offer. For the surfer dudes there was Pavones Beach, rated as the third best surf spot in the world! With world class waves and one of the longest left breaks (three minutes!), this was the place to surf like a pro. Nature enthusiasts enjoyed waterfall tours, where a cold dip in blue crystal pools offered a nice change from 85° F ocean water. Diehard beachgoers took water taxis to Zancudo Beach and enjoyed swimming, sunbathing, and Frisbee tossing on the black sand.



GM1 Taylor zipping thought the tree tops

Those looking for thrills went on canopy tours where the rider gets around by gliding down zip-lines scattered among platforms high above the rainforest, some as tall as 130 feet! Some of the lucky tourists got to see some exciting wildlife including monkeys, toucans, and sloths. For a little man-made fun, MK3 Matt Culwell, launched "SHE3", his inflatable speedboat, and gave tours of the bay, stopping to let people swim amongst the murky waters, of which below, I'd like to think Jaws was waiting.



SHERMAN crew in their zip-line gear

All and all it was a successful port call with fun had by all. We're looking forward to the next port call, so we



can let loose and enjoy a cold beverage in the hammock once again.

ENS Meghan Schoenhardt

SHERMAN Cup o8'

When SHERMAN arrived in Golfito the crew was told of a nice indoor soccer field that we were welcome to use, for a small fee of \$90 and an additional \$6 dollars per player. Discouraged by the high price SHERMAN's soccer players dispersed to enjoy Golfito's hotels, restaurants, surf spots and cantinas. Luckily for us, one of our soccer all-stars, FN Claudio Luchini, found his way into the "local's" social network and made friends with those who coincidentally loved to play soccer. FN Luchini's offer to give up his LA Galaxy jersey to Frank, one of the locals (later nicknamed Cristiano Ronaldo for his shocking similarities in looks and soccer abilities) if we were defeated. Game on!



The two teams after the game

Alerted by FN Luchini, Team SHERMAN hopped into a cab and, 2000 Colones and 10 minutes later, arrived at the arena. The arena featured a brand new synthetic turf field surrounded by netting, inside a local warehouse. The Golfito locals consisted of Frank and four of his friends. Led by FN Luchini, SHERMAN's team featured ENS Sadowitz, ENS Cambi, OS2 Muentes, and Ivan (one of Frank's friends, chosen to be on our team to even out the numbers, and luckily for us he was pretty darn good.)

As the game began it was clear that the Costa Ricans skills were much better than ours. As we battled through the game, the playing field evened things out,

and the game finished much closer and exciting than most of us thought. An hour later, everybody was exhausted, sweat was pouring down like the Gatorade commercials, and SHERMAN had somehow won the "friendly."

Although we won, both teams were just happy to play soccer on a rainy day in the middle of the jungle. We hope to play more games in the SHERMAN Cup series during our next port calls. As for now, we can say we are undefeated in the international soccer world, and FN Luchini is pleased that he still has his LA Galaxy jersey.

ENS Cosimo Cambi

Thank You Navy League

For this Newsletter SHERMAN extends a special 'Thank You' to the members of our Lake Merritt Navy League chapter. For those who may not be familiar, the Navy League is a nationwide non-profit organization dedicated to educating our citizens about the importance of sea power to U.S. national security and supporting the men and women of the sea services and their families. They have done exactly that for SHERMAN. For each of our Sailors of the Quarter our sponsoring Navy League chapter presents a monetary reward to further recognize the individual's achievements. While in port, the Navy League has also included SHERMAN's crew in their planned functions on CG Island, including the annual St. Pattie's Day luncheon and their "suds & sausages" event. Most of our crew don't even realize the Navy League provides coffee and donuts for our waiting families when SHERMAN returns home.

To recognize their dedication to the Coast Guard, SHERMAN invited Navy League members, Carey and Carey Barnecut and Steve Dolgan to sail with us during our transit from Alameda to San Diego. The three Navy Leaguers interacted with the crew and learned a little bit of what shipboard life is like aboard a cutter. Once again we thank all the Navy Leaguers for their hard work and dedication supporting SHERMAN, the Coast Guard and the other U.S. sea services.

ENS Cosimo Cambi



Sailor Of The Quarter

Every quarter a crewmember is chosen to be SHERMAN's Sailor of the Quarter. At the end of each quarter the Chief's Mess nominates and selects the crewmember who goes above and beyond their duties and responsibilities and demonstrates the Coast Guard's Core Values. The second quarter's Sailor of the Quarter was MK1 Jason Stonehouse. Luckily we were able to find MK1 Stonehouse hiding deep in the engine room, and he was willing to answer a few questions:



MK1 Jason Stonehouse and his wife Mallory

Where did you grow up? Bradenton, Florida.

What is your most embarrassing experience? When I was stationed in Florida I was underway with a BM2 on our cutter's small boat "HAM 1", we were cruising the sand bar checking out all the "people" partying on their boats when we ran aground. Who rescues the Coast Guard? Yes, the Coast Guard.

What is something special and unique about yourself that not many people know about you? I was a certified marine technician before I joined the Coast Guard.

What do you do for fun in your spare time? Relax and spend time with my beautiful wife Mallory and our dog Kona.

What is your favorite movie? Fast Times at Ridgemont High" starring Senior Chief Spicoli.

Who is your favorite sports team? Tampa Bay Lightning

Who is your favorite sports player or actor?

Joel McHale, host of "The Soup"... he cracks me up.

If you could meet one famous person (dead or alive) who would it be and why? It's a toss up between Carl Kiekhaefer and Don Aronow. They both contributed to off-shore power boat racing.

Why did you join the Coast Guard? I enjoy helping people, job security, and girls love guys in the Coast Guard.

What's your most memorable Coast Guard experience? Getting orders to SHERMAN. People said I was crazy for going to Main Prop on a 378'.

ENS Cosimo Cambi

Non-Rate Of The Month

Every month a non-rate is chosen as SHERMAN's Non-Rate of the Month. The non-rate who receives this is award is one who goes above and beyond their pay-grade with their quality of work and live by the Coast Guard's Core Values.

May: SN Mark Newkirk

Age: 18

Home town: Oakland, Oregon.

What do you want to be when you grow up? A pilot.

Family: 5 sisters, 2 brothers.

Best CG memory so far? First drug bust on the fishing vessel MERCEDES V.

Why did you join the CG? Because it was the only thing that would take me places I had never been. It's a stable job, and it's my duty to my country.

Do you like Chicken? Only because I have to.

Dogs or cats? Dogs.

Favorite movie: "We Were Soldiers"

If you could be anywhere in the world right now, where would it be? Oregon, My sister is getting married on 19 July.

If you could meet any person, dead or alive, who would you want to meet and why? Douglas Munro – because he is the greatest hero in Coast Guard history..

Do you like the Bay Area? I hate California.

Favorite Band: As I Lay Dying.



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June: SN Zach Church

Age: 19

Home town: Wilmington, Massachusetts.

What do you want to be when you grow up? Working on helicopters.

Family: Mom, Dad, and my sister.

Best CG memory so far? Graduating from boot camp.

Why did you join the CG? I enjoy serving my country. It will also open many doors for me later in life.

Do you like Chicken? Yes.

Dogs or cats? Dogs... I have a black lab.

Favorite movie: "The Departed"

If you could be anywhere in the world right now, where would it be? Home with my family.

If you could meet any person, dead or alive, who would you want to meet and why? Bobby Orr – best hockey player ever.

Do you like the Bay Area? Yes.

Favorite Band: The Drop Kick Murphy's.

BM1 Jacqueline Wood

"Ask Auggie"

Dear Auggie,

From the Engineering Logs:

24 June - dirty oil tank was 4.3% or 155 gal

From today's Fuel & Water Report:

12 Jul - dirty oil tank is 71.2% or 2564 gal

During the 18 day period, net increase was 2409 gal... or a rise of 134 gal/day.

During the same period, the clean oil tank dropped only 152 gal (from 3308 gal to 3156 gal)... only 8.4 gal/day.

Which begs the question: what is in the dirty oil tank?

Is it 94% water? - Curious & Confused

Dear Curious & Confused,

You are absolutely correct. The dirty oil tank contains water along with the expended 152 gallons. After all oily water (bilge runoff) is processed through the Oily Water Separator; the water that is clean enough to have little to no impact on the environment is pumped over board. Since our OWS is not as efficient as modern day separators we tend to store more oily water than we pump overboard.

Hope this clears your confusion. - Auggie

Dear Auggie,

Everyone down in the berthing area talks about the legend of the SHERMAN Sasquwach. It makes me a little nervous to go on rounds at night. Has there ever been an actual sighting? - Nervous Break-In

Dear Nervous Break-In,

Some people have reported false sighting when running into CWO Andrew Dean late at night, but no one has laid eyes on the true SHERMAN Sasquwach beast ... or have they? Did their screams fall silent as they were faced unspeakable evil? Tales are told of Bering Sea nights; when from the bowels of Sherman - this raw unearthly yowl that seemed to issue forth from the leathery lungs of hell itself would chill the blood of even the most Salty Coastie.

Like a profane chorus of demons screeching a symphony of damnation - this sound.... WHAT WAS THAT? DID YOU HEAR THAT? ARGGH, arggh... sputter, sputter.... gasp. (Auggie)

(Editors note: Some crewmembers believe the SHERMAN Sasquwach might actually be a certain Warrant Officer wearing size 14 shoes seen lurking about the decks forward of frame 72 each night.)

~~~~~  
Dear Auggie,

How can I make a difference in preventing global warming? - Chilly Peppa'

Dear Chilly Peppa',

"Eat more beef." Why? The answer is quite simple young lad. Cows eat plants, plants absorb carbon-dioxide and produce oxygen, oxygen is good for the atmosphere, a good atmosphere protects the ozone layer, and the protected ozone layer cuts GLOBAL WARMING. Cows produce methane gas, methane gas depletes oxygen, and depleted oxygen... you get the drift. So if you eat plants, stop. Have a nice tasty steak instead. Cut Global Warming, Eat More Beef. - Auggie

(Stalwart readers: SHERMAN's "Shell Answer Man" is IT1 Corneil Augustin)



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### Welcome Aboard

LCDR Edward Hernaez - CEU Oakland  
LTJG Paul Stepler - CGC ACUSHNET  
ENS Scott Lenahan - CG Academy  
ENS Elizabeth Stevick - CG Academy  
ENS Patrick Auth - CG Academy  
ENS Linh Vinh - CG Academy  
ENS Matthew Diulio - CG Academy

#### *CWO2 Michael Jolly - CG Headquarters*

CWO2 Heidi Eystad - CGC BOUTWELL  
GMC Michael Roberts - Tracen Yorktown  
HSC Dexter Hall - SFO Galveston  
YNC Cynthia Samonte - PacArea Staff  
MKC Stephen Ladnier - CGC BOUTWELL  
MKC David Shuart - RUITOFF Milwaukee  
ETC Gerald Lewis - TRACEN Petaluma  
GM1 Robert Taylor - Sector Guam  
MK1 Scott - STA Monterrey  
BM2 Nicholas Bitler - STA Destin  
OS2 Gregory Cowan - Sector Miami  
OS2 Susannah Reily - Sector San Diego  
YN2 Gary Dunkum - TRACEN Yorktown  
ET3 Dylan McCullough - "ET" A-School  
SN Angelo Pangelinan - "SK" A-School  
SA Matthew Janes - STA St. Joseph

#### TRACEN Cape May

SA Brian Jensen  
SN Joshua Flores  
SN Miguel Corona  
SN Niels Christiansen  
SA Ryan Ryan

### Fair Winds & Following Seas

CDR Michael Sim - Headquarters  
LCDR John Berry - CGLO NASSAU  
CWO2 Jarrod January - MLPAC  
FSCS William Degnan - CGC BERTHOLF  
MKC Arlen Smith - STA Monterey  
ETC Kenneth Witzman - RUITOFF Indianapolis  
DC1 Christopher Nutter - ISC Alameda  
GM1 Daniel Shiltz - Armory Seattle  
MK1 Jose Casas - Sector San Diego  
BM1 Scott Depew - CGC ANACAPA  
OS1 Nicholas Theriault - PATSFOR SWA  
OS1 Joe Saldana - FIST Honolulu  
ET1 Paul Lachowsky - Special Missions Trng Center  
ET2 Erik Nelson - ESD Portsmouth

MK2 Christopher Bell - CGC GANNETT  
IT2 Richard Paauwe - ESD San Diego  
ET2 Dannielle Montminy - RUITOFF Portland  
ET2 Mathis - MFPU Bangor  
FS2 Bryan Sauerman - SFO Valdez  
ET2 Kale Robinson - MFPU Kings Nay  
BM2 Dannielle DesVergers - MSST Miami  
OS2 Suzanne Gallagher - MSU Galveston  
OS3 Bryson Barnett - Sector St. Petersburg  
MK3 Cameron Gebo - Separation  
BM3 Marco Panganiba - CGC CHASE  
SN Nathan Watson - AIRSTA Sacramento  
SN Derek Howard - "ET" A-School  
OT Deidre Harrison - Officer Candidate School

### Stop the Presses !!!!

Patrol Success! Just before our Newsletter went to press, SHERMAN had an early patrol success. Late at night, while patrolling the Eastern Pacific, SHERMAN was alerted to the presence of two fleeing go-fasts operating near by. After a high speed pursuit in the dark of night by SHERMAN's helicopter and small boat, the final score was two go-fasts aground on the beach, three narco-smugglers detained, and approximately 50 bales of cocaine recovered by local authorities. It was an exciting night for the crew, but a disappointing loss for the drug cartel. Hopefully we'll have more successes to report in our next newsletter!



Unlucky go-fast on the rocks